

READ WHAT
WARD M'ALLISTER
KNOWS ABOUT FARMING
IN THE
SUNDAY WORLD
TO-MORROW.

PRICE ONE CENT.

BROOKLYN EDITION OF THE EVENING WORLD--ONE CENT.

LAST EDITION.

"LAMOLIE'S" PRIZE.

Winning Letter in the Contest
"Should Wives Receive
Salaries."

The Award Was Made by Judge
Chauncey M. Depew.

Sketch of the Fair Writer, Mrs. A.
D. Bailey, of Bladensburg, Md.

Dr. Chauncey M. Depew has forwarded to
the editor of THE EVENING WORLD his decision
as judge in the contest by readers of this
paper on the question, "Should Wives Re-
ceive Salaries?"



MRS. A. D. BAILEY.
A very large number of letters on this topic
has been received by the editor, many of which
were printed. When the contest was closed
the letters were submitted to Dr. Depew, who
has consented to review them and award the
prize of a golden double eagle, according to
the published conditions.

The pressure of his multifarious duties has
prevented Mr. Depew from completing his
examination of the letters until the present
time. Following is his letter to the editor:
To the Editor of THE EVENING WORLD:
"I have carefully read the letters on the
question, 'Should Wives Receive Salaries?'
which you sent me.

"So many of the epistles are equally worthy
of recognition that it is very difficult to de-
cide which is the best, but I have concluded
to award the prize to the letter signed 'La-
molie, Bladensburg, Md.'

"CHAUNCEY M. DEPEW.
The winning letter is here reproduced:
No Salary Is Adequate.

"To the Editor:
If the man can afford to place in the bank
a good round sum to his wife's credit on his
wedding day, let him do it; there is nothing
so humiliating to her as to ask her husband
for her care.

"But if he has only a salary, then I advise
that together they lay so much away, after
all expenses are paid, the bills being sent to
my land; then the purse to be equally
split to the little woman who does so much
to earn it.

"True marriage (and it has been proven any
where a failure) seldom brings up the ques-
tion of money. If both know the state of
affairs, and the income they will work
accordingly.

"A salary for what? Tenderness, loving
confidence, loyalty in every action and word,
devoting one's life to one man. Can any
salary pay for it? Ah, no; let the bank book
open for her, but pay your wife by achiev-
ing your ambition's goal, in being worthy of
her in loving her with your strength, and
feeling the bark, which is your home, safely
own the swift, restless tide of life.

"LAMOLIE, Bladensburg, Md."
"Lamolie," the gifted woman who wrote
the winning letter, is the wife of Mr. A. D.
Bailey, of Bladensburg, an estate four miles
from Washington, where she is a well-known
author. Her portrait appears in this col-
umn. She is only twenty-six years of age,
and has been married a little less than five
years.

"Lamolie" is the daughter of a distin-
guished army officer and first saw the light in
Paris. Her grandfather was a general in the
army, and she was educated in the most
refined circles. She is a student at Wesleyan College, from
which she graduated with honors at nineteen.
She describes her life on the plains as hav-
ing been full of excitement and productive of
many pleasant memories. Her home in
Sunny Maryland," she declares to be quiet,
at her letter breathes a spirit of content and
contented happiness. "It takes great
heart to talk of one's self," she writes, and
a gracefully declines to make the attempt.
"Like the bursting of a bomb in our quiet
life," she says, "came the letter from the
editor informing me that I had won the prize.
The letter will be put away carefully in the
city archives and labelled as a remarkable
achievement in a happy life."

Out a Watch, the Other in a
Jail.
An McCreedy, of 75 Monroe street was
in the Tombs Court this morning
charged with having stolen a gold watch and
its from Emil Martin, of 80 Fourth avenue.

Wire News in Brief.
St. Paul, Minn., April 9.—A fire at the
St. Paul Hotel, which was a large one, was
extinguished by the fire department.
St. Louis, Mo., April 9.—A fire at the
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FASTER "L" TRAINS.

Brooklynites Keep On Demand-
ing, but Don't Get Them.

All Patrons Should Sign "The
Evening World's" Appeal.

Some Slight Improvements Made
by "L" Managers.

An East New York resident offers a sugges-
tion which he thinks would do away in part
with some of the discomforts and inconven-
iences at present experienced by patrons of
the Brooklyn "L" roads.

Following are the signatures sent in yes-
terday:

A. S. Ketchum, 385 Monroe street.
H. A. Trowbridge, 102 Monroe street.
William Halsey, 47 Albany avenue.
Charles Henn, 494 Gates avenue.
Louis Henn, 406 Tompkins avenue.
George E. Trowbridge, 102 Monroe street.
J. W. A. Butler, 310 Myrtle avenue.
J. P. Dwyer, 1134 Palmetto avenue.
H. A. Dwyer, 1134 Palmetto avenue.
Robert E. DeBell, Jr., 130 Vernon avenue.
P. Lebert, 253 Evergreen avenue.
Charles Stainback, 299 Simpler street.
Peter Johnson, 139 Harman street.
Nathan L. Simpson, 124 Cornelia street.
Miss May L. Quigley, 200 Palmetto street.
William Quigley, 1182 Gates avenue.
S. Lacey, 95 Grand street.
Herman Lention, 987 Halsey street.

If any Brooklyn resident desires to make
known some of the things connected with the
"L" roads against which he feels he has a

right to protest, he can do so by embodying
them in a letter to THE EVENING WORLD.

Through Express Trains The Thing.

Worcester's Unabridged defines the word
rapid as meaning swift. I do not think
Brooklyn "L" road passengers make a mis-
take when they call it so. The truth is, the
trains of the Brooklyn Elevated Railroad were
fully carried out this morning. After a long
wait at North End station, I left the train at
Navy street, the conductor not taking the
trouble to say, "Change cars for Fulton
Ferry." After waiting twenty minutes at
Navy street, listening to the snoring of a
negro sleeping on one of the benches in the
waiting-room, a train came along. There
was no one on the platform to say, "This
train for Fulton Ferry." Every one was up
and waiting for the train going in the
direction of the Hudson River. The people
passengers had to wait. What the people
mean time to the bridge, which is the
East New York. This will avoid the crowd
at Navy street and Gates avenue. A bridge at
Navy street, connecting the "L" roads, is
passengers desiring to get to the ferry.

A DAILY REVIEW.

His suggestion is that the Union Company
run express trains to East New York during
the hours of the evening rush.

The idea is a feasible one and would tend
to expedite travel very materially, both for
the passengers who go clear to the end and those
who get off at stations en route. As things
are now, through passengers and others all
crowd into the same cars, which are
scarcely ever adequate to hold the crowds.

According to a Brooklynite, who is a daily
sufferer from slow and overcrowded East
New York trains, "there can be no justifica-
tion for using up forty-five minutes of a
tired and hungry man's good time carrying
him to his home, when the time we feel
most. We don't find much pleasure in
bringing home a weary head and a half-filled
stomach. I think the Union people could
manage to lift us from Fulton Ferry to Van
Siclen avenue in twenty minutes if there was
an increased dividend at that terminus and
they coveted it."

As the writer suggests, no one enjoys being
delayed and waiting along his homeward
journey, especially on an empty stomach.
There may be vexations enough during the
day without having them added to by un-
necessary "L" road delays.

There are easily enough passengers living
in the suburban districts to warrant the "L"
companies in putting on express trains.
Brooklynites living in the Hudson River dis-
trict said the other day that there were 20,000 people
living in that neighborhood beyond the last
station. There are probably a good many more
in the East New York district.

Suburban residents would not be the only
ones benefited by express trains. They
would be a great boon to passengers living at
intermediate stations as well, as it would
give them so much additional room on the
regular trains.

It only every fifth train were an express
train it would be of some help. But express
trains, while they would be of great advan-
tage to the people, might not be of any to
the company, and as the writer intimates
"the Union people might manage to lift us
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Forty-five minutes is certainly a good while
to make the East New York trip and passen-
gers have a right to expect better time than
that even on a train that makes all the
stops.

With express trains and pocket trains there
is little doubt but what a vastly improved
service could be given. If the company does
not want to go to the trouble and expense of
trying both let it then adopt but one of the
plans suggested to facilitate travel.

As has been stated in THE EVENING WORLD
the "L" companies have made some im-
provement on their roads within the past
month. There has been a perceptible im-
provement in the condition of the cars. They
are now much cleaner and better kept than
heretofore.

Even on the Broadway and Fifth avenue
lines, which seemed to get the most decrepit
and dirtiest rolling stock on the road, there
are now a many clean, bright and pre-
sentable looking cars. Comparatively clean
and new matting can now be found in a good
many of the cars, and the floors under the
seats have the appearance of being occasion-
ally swept.

If the "L" companies will carry their re-
form to the end, and continue to improve
them in the coming and time-consumption
studies, there are a great many people who
will be grateful even for so small a favor. In case
of a rush these turnstiles become the greatest
nuisance. They can't be hurried.

The "L" companies seem to be aware of
the fact that the turnstile is a nuisance at
such times for the one at High street and
times taken out when there is a big crowd
waiting to get through. There are times at
Vanderbilt avenue and other stations when
the turnstile should be disposed of in the same
manner. Crowds coming from the theatres
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layed and inconvenience is caused by the
turnstile. The turnstile should be taken out
and kept out, at least from the busy stations.
THE EVENING WORLD's appeal to the "L" road
managements asking why a better service is
not given, is attracting the attention of
Brooklyn residents and signs are sending in
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good, however, the list will have to be a long
one. All L patrons are requested to cut the
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FOR BETTER "L" SERVICE.
To the Managers of Brooklyn's Elevated Roads:
AS A CITIZEN OF BROOKLYN AND A PATRON OF YOUR ROADS, I
CALL YOUR ATTENTION TO THE WRETCHEDNESS OF THE SERVICE
YOU GIVE. IF YOU CANNOT IMPROVE THE ACCOMMODATIONS IN
OTHER RESPECTS, YOU CAN AT LEAST GIVE US MORE TRAINS AND
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HALF COMFORTABLY AT LEAST, AND ORDER YOUR ENGINEERS TO
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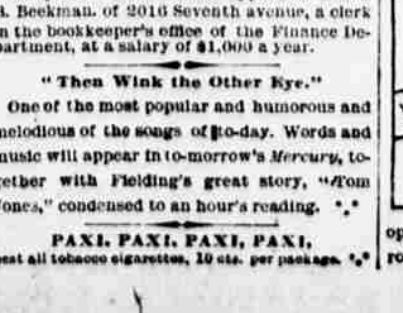
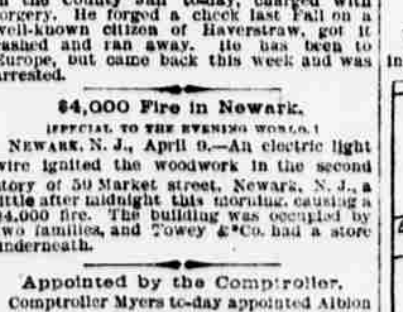
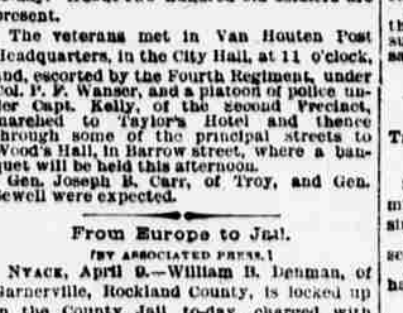
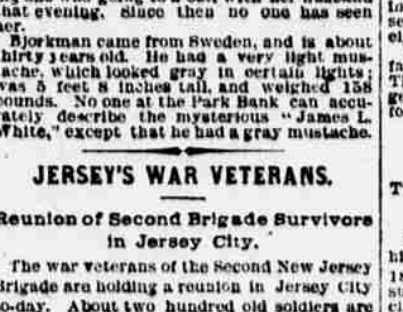
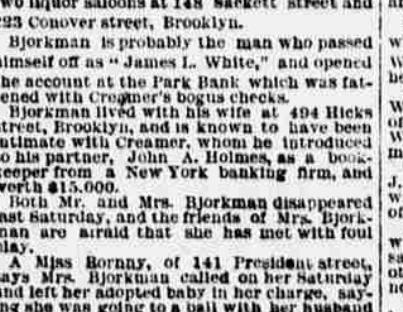
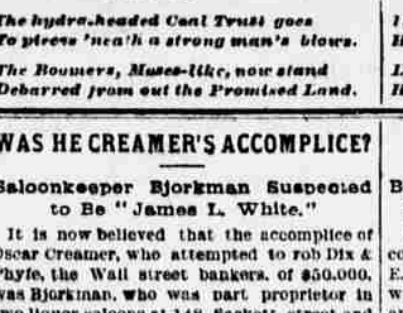
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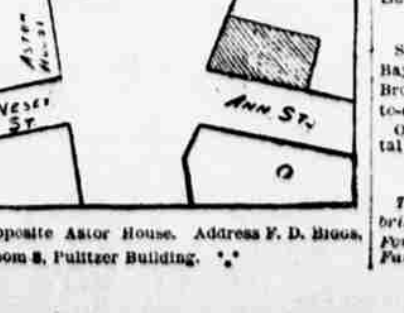
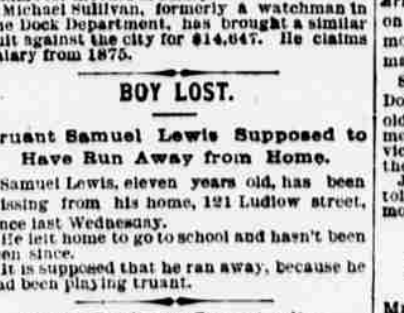
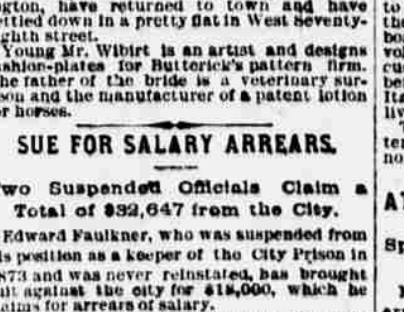
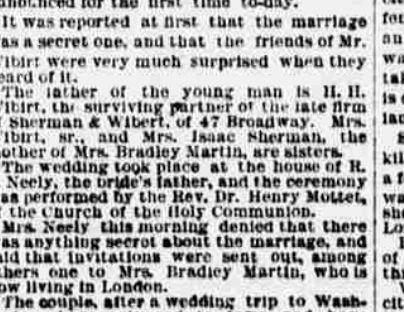
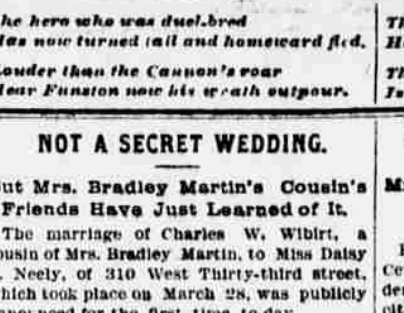
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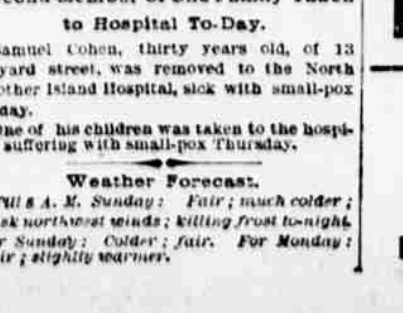
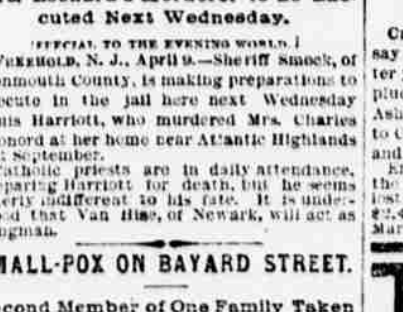
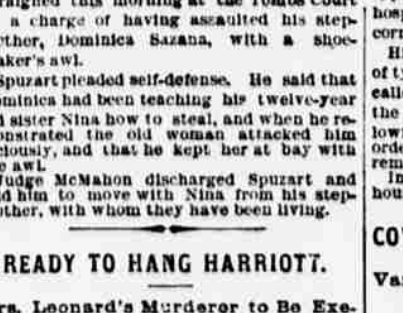
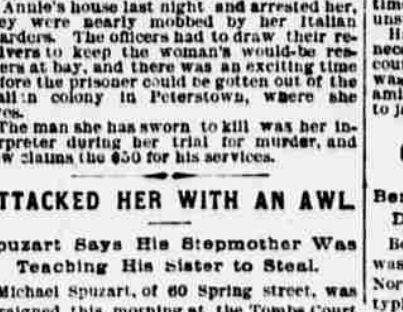
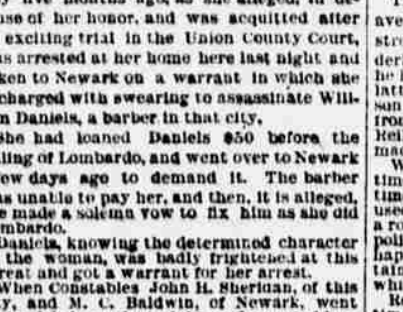
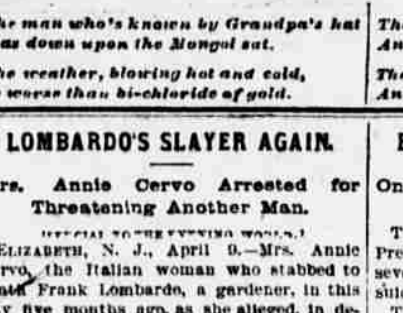
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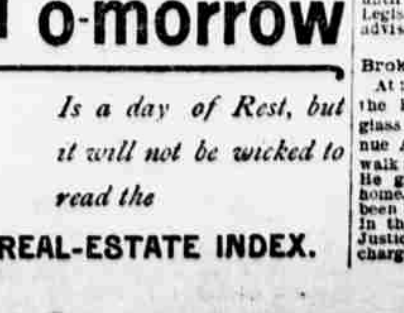
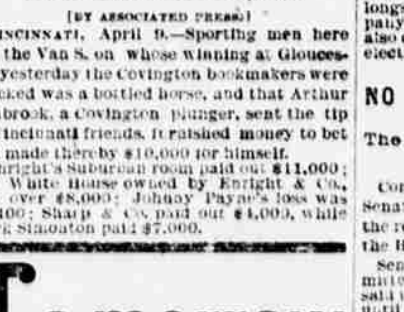
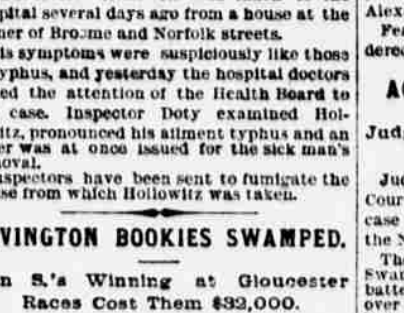
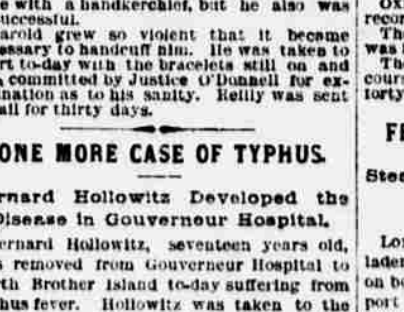
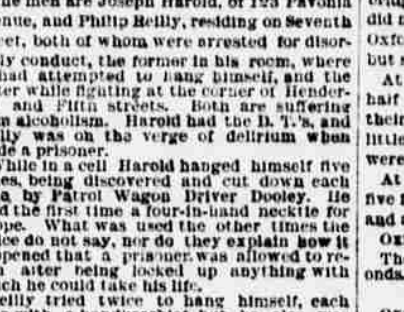
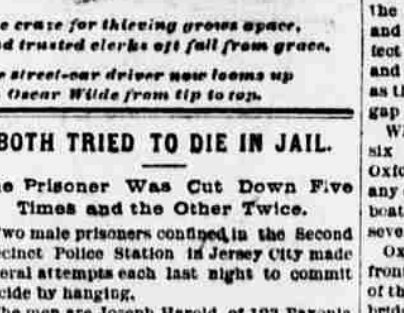
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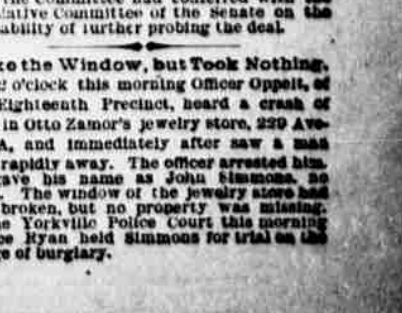
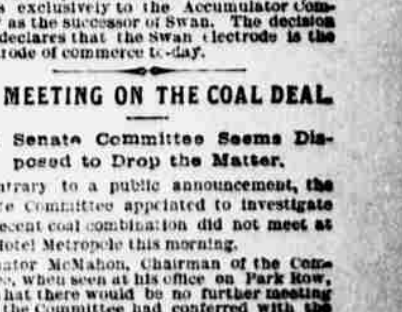
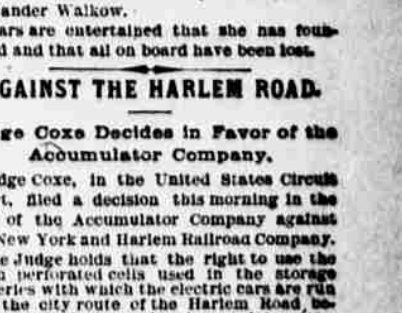
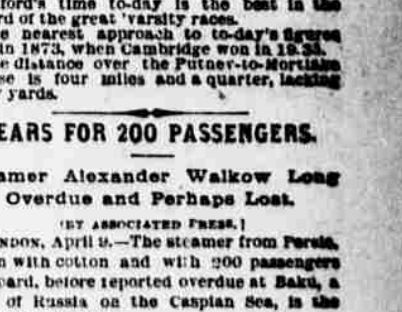
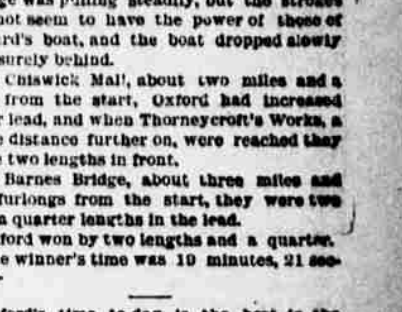
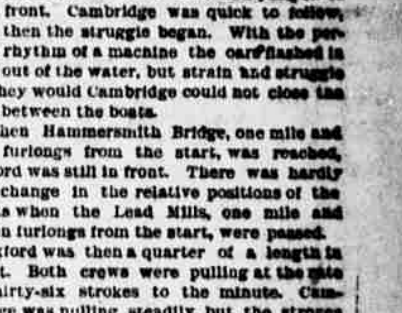
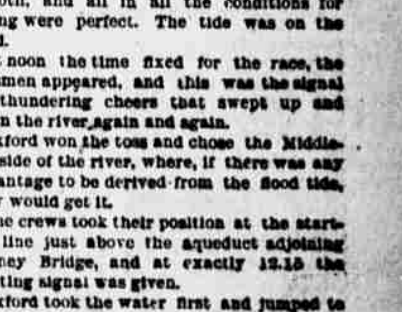
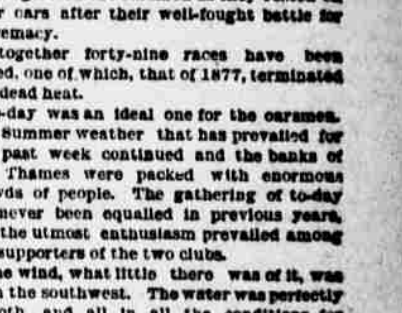
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In the Best Time Yet Made from
Putney to Mortlake.

Cambridge Far Behind in the Eng-
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Splendid Day for the Event and Vast
Crowds Looking On.

BY ASSOCIATED PRESS.

LONDON, April 9.—For the twenty-sixth
time since the inauguration of the Oxford-
Cambridge boat races the dark blue of Ox-
ford was today carried to victory by the
strong arms of its rowers, and thundering
cheers greeted the oarsmen as they rested on
their oars after their well-fought battle for
supremacy.

Altogether forty-nine races have been
rowed, one of which, that of 1877, terminated
in a dead heat.

To-day was an ideal one for the oarsmen.
The summer weather that has prevailed for
the past week continued and the banks of the
Thames were packed with enormous
crowds of people. The gathering of today
has never been equalled in previous years,
and the utmost enthusiasm prevailed among
the supporters of the two clubs.

The wind, what little there was of it, was
from the southwest. The water was perfectly
smooth, and in all the conditions for
rowing were perfect. The tide was on the
flood.

At noon the time fixed for the race, the
oarsmen appeared, and this was the signal
for thundering cheers that swept up and
down the river again and again.

Oxford, the tow and chose the middle-
sex side of the river, when it was very
advantage to be derived from the flood tide,
they would get it.

The crews took their position at the start-
ing line just above the aqueduct adjoining
Putney Bridge, and at exactly 12.15 the
starting signal was given.

Oxford took the water start and jumped to
the front. Cambridge was quick to follow,
and then the struggle began. With the pow-
erful rhythm of a machine the oars flashed in
and out of the water, but strain and struggle
as they would Cambridge could not close the
gap between the boats.